

SIGNIFICANT PORT SAFETY AND SECURITY CASES (DECEMBER 2022)**MARINE CASUALTIES**

Equipment Failure (01DEC2022): A U.S. flagged small passenger vessel reported a loss of control on their transmission while the vessel was getting underway from the Alameda Estuary. The vessel was unable to reach full RPM's and was instructed to return to berth to make necessary repairs. A broken shift cable prevented the pilot house from remotely shifting between gears. The broken cable was replaced and an attending Coast Guard inspector witnessed satisfactory operation of the forward, neutral, and reverse shifting. Case closed.

Reduction of Propulsion (05DEC2022): A U.S. flagged articulated tug and barge reported a reduction in propulsion on the starboard main diesel engine while transiting south of San Francisco to Vancouver, Canada. The vessel rerouted to make repairs in the SF Bay. It was discovered that a cooling water pump on the starboard engine failed due to a sheared impeller shaft. The crew made repairs that were attested to by an attending Class technician. Reduction in Propulsion was not attributed to fuel switching. Case closed.

Loss of Propulsion (12DEC2022): A U.S. flagged ferry vessel reported a loss of propulsion on their starboard engine while departing from San Francisco. The starboard engine was not responding to commands and the vessel immediately moored back up. A blown fuse in the motor control panel caused a communication error between the bridge and engine. The blown fuse and additional wiring were replaced. Coast Guard attended the vessel and witnessed satisfactory operation of the starboard engine. LOP was not attributed to fuel switching. Case closed.

Loss of Power (31DEC2022): A U.S. flagged ferry reported a loss of power on the port engine while transiting in the San Francisco Bay North Ship Channel. All passengers disembarked safely. The vessel is diagnosing the issue. Case pends.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop S-Band Radar (01DEC2022): A foreign flagged tank vessel was issued an inbound LOD for an inoperable S-Band Radar. Repairs were conducted and the equipment is working properly. Case closed.

Letter of Deviation (LOD), Inop X-Band Radar (03DEC2022): A foreign flagged container vessel was issued an inbound and outbound LOD for an inoperable X-Band Radar. Case pends.

Letter of Deviation (LOD), Inop S-Band Radar (05DEC2022): A foreign flagged tank vessel was issued an inbound LOD for an inoperable S-Band Radar. Repairs were conducted and the equipment is working properly. Case closed.

Letter of Deviation (LOD), Inop S-Band Radar (21DEC2022): A foreign flagged bulk cargo vessel was issued an inbound LOD for an inoperable S-Band Radar. Repairs were conducted and the equipment is working properly. Case closed.

Letter of Deviation (LOD), Inop AIS (22DEC2022): A foreign flagged bulk cargo vessel was issued an outbound LOD for an inoperable AIS. Case pends.

VESSEL SAFETY CONDITIONS

Operational Control (01DEC2022): A U.S. flagged small passenger vessel reported an equipment failure and was issued an operational control (Code 60, prior to movement). The vessel was required to return to berth and make appropriate repairs. Operator replaced broken mechanical cable. Coast Guard witnessed satisfactory operation of the throttle. Case closed.

Operational Control (02DEC2022): A U.S. flagged small passenger vessel reported an equipment malfunction on the bridge port wing station while conducting pre-departure function checks and was issued an operational control (code 60, prior to movement). The port steering control unit was changed out and satisfactory PSTP tests were conducted with a Coast Guard inspector. The operational control was cleared. Case closed.

Operational Control (05DEC2022): A U.S. flagged articulated tug and barge reported a reduction in propulsion while transiting offshore and was issued an operational control (code 17, prior to departure). The vessel replaced a sheared impellor shaft in the cooling pump. Class witnessed corrected deficiencies and the operational control was cleared. Case closed.

Operational Control (09DEC2022): A U.S. flagged small passenger vessel was issued several operational controls (code 60, prior to movement) for failure to correct deficiencies from a previous Coast Guard inspection. Case pends.

Operational Control (09DEC2022): A foreign flagged bulk carrier was issued a Captain of the Port (COTP) order requiring submission of a vessel security plan prior to crew members departing the vessel while at berth. Case pends.

Operational Control (10DEC2022): A U.S. flagged small passenger vessel was issued an operational control (Code 17, prior to departure) for failure to complete an annual inspection. Case pends.

Operational Control (12DEC2022): A U.S. flagged small passenger vessel was issued an operational control (code 701, prior to the carriage of passengers) requiring a sea trial following a major alteration to the vessel during dry dock. Case pends.

Operational Control (13DEC2022): A U.S. flagged ferry vessel reported a loss of propulsion while getting underway from San Francisco and was issued an operational control (code 701, prior to the carriage of passengers). The loss of propulsion was attributed to a blown fuse in the motor control panel. The vessel conducted repairs and Coast Guard witnessed corrected deficiencies. The operational control was cleared. Case closed.

Operational Control (13DEC2022): A foreign flagged Ro-Ro vessel was issued a Captain of the Port (COTP) Order requiring an offshore security boarding prior to entering the Port of San Francisco. Case pends.

Operational Control (13DEC2022): A U.S. flagged small passenger vessel was inspected at Pier 40, San Francisco and issued an operational control (Code 701, prior to the carriage of passengers) for an active leak in the fire pump discharge piping system. The vessel made necessary repairs to the system. Coast Guard witnessed operational test of the fire system and the operational control was lifted. Case closed.

Operational Control (22DEC2022): A foreign flagged container ship was inspected in Oakland, Ca and was issued an operational control (Code 17, prior to departure) for an emergency generator malfunction. The vessel made appropriate repairs, class witnessed corrected deficiencies, and the operational control was cleared. Case closed.

Operational Control (21DEC2022): A U.S. flagged ferry vessel reported a high water alarm while docked in Richmond, CA, and was issued an operational control (code 701, prior to the carriage of passengers). The vessel was immediately taken out of service and dry docked. A 1" hairline crack was found on the hull on the port lazarette. The vessel completed repairs and a Coast Guard inspector witnessed the corrected deficiency. The operational code was cleared. Case closed.

Operational Control (31DEC2022): a U.S. flagged small passenger vessel reported a loss of power on the port engine while transiting the San Francisco Bay North Ship Channel and was issued an operational control (Code 60, prior to movement). Case pends.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (3DEC2022): IMD received notification of a vessel who discharged gasoline into the San Francisco Bay. IMD responded and contacted the owner who stated the vessel began taking water on when no one was around. Attempts to pump the water out and prevent the vessel from sinking ultimately failed. Boom was placed around the vessel, and the owner's insurance company stepped in to fund the recovery and removal of the vessel. A NOFI and LOW were issued. Source Secured. Case Closed.

Letter of Warning (14DEC2022): IMD received notification of a vessel discharging hydraulic oil into their slip located in South San Francisco. IMD arrived on-scene and noticed there was no longer sheen in the water, but spoke with owner of the vessel who showed pictures of their bilge which was filled with oil. IMD asked the owner to clean the bilge and send updated pictures. The source of the pollution was secured and the sheen naturally dissipated. A NOFI and LOW were issued. Source Secured. Case Closed.

Letter of Warning (23DEC2022): IMD received notification that a vessel located in the Napa River accidentally discharged 1 gal of diesel into the waterway. IMD contacted the owner of the vessel who explained that there was a leak in their fuel system which caused the accidental discharge. The owner secured the source and cleaned the product from the waterway. A NOFI and LOW were issued. Source Secured. Case Closed.

Federal Pollution Case (12DEC22): IMD was informed that a 30ft sailing vessel was on the rocks on Treasure Island. IMD responded and was unable to access the vessel for a pollution assessment due to weather conditions and location of the vessel. Due to the unknown pollution potential onboard and inaction/unresponsiveness of the owner, FOSC deemed the vessel a substantial environmental threat and opened the OSLTF with a ceiling of \$15,000 to contract OSRO, Parker Diving, for pollution assessment and cover the cost of any unforeseen pollution spill cleaning up efforts. IMD met Parker Diving at the scene and monitored the pollution assessment operations. Parker Diving moved the vessel off the rocks and repositioned the vessel to provide a safer location for IMD to access the vessel. Parker Diving identified that the fuel tank was nearly full and had a leak which was slowly draining into the bilge. Contractors recovered approx. 50 gal of diesel fuel and 5 gal of fuel mixed with oily bilge water, then the engine space was wiped clean with sorbent pads. The vessel was left in its new position, off of the rocks. With coordination through WWM, USACE removed the vessel 03JAN23. Case Closed.

Federal Pollution Case (26DEC22): IMD received notification that a vessel located in the Oakland estuary was sinking. IMD arrived on-scene and verified that the 70ft wooden hull pleasure craft, was listing to the starboard side. The vessel was involved in a previous pollution case from July of this year, and IMD attempted to contact the owner with no response. With the vessel continuing to flood and no actions taken from the owner, the FOSC authorized access to the OSLTF. Parker Diving was hired, with initial funding for \$25,000 to deploy boom and remove all pollution onboard the vessel. Due to tidal constraints and flooding, Parker Diving was not able to safely access the tanks until the tide allowed for a safer working environment to lift the vessel from the water and remove pollution. The funding was increased to \$100,000, and Parker Diving was contracted to return daily to replace sorbent material and reposition the boom. On 03JAN23, Parker Diving met IMD on-scene to conduct removal operations. They were able to partially raise the vessel, but still were unable to remove remaining fuel onboard. Parker Diving plans to resume operations on 06JAN23 when weather and tides are conducive for safe operations. Enforcement action pends. Case Pends.

Federal Pollution Case/Letter of Warning (29DEC22): IMD received notification of a sunken 28ft vessel at a slip in Piper Slough, Bethel Island, CA. IMD arrived on-scene and observed the vessel partially submerged at its slip creating a sheen in the water. A representative for the vessel owner was contacted and hired contractors to place sorbent boom around the vessel, but was unable to afford hiring a contractor to remove the fuel. The FOSC determined the vessel to be a substantial threat to the environment and the OSLTF was opened for US Ecology to remove pollution. On 30DEC22, the vessel was raised and pollution was removed. Approximately 230 gal of oily water mixture was removed from the vessel. NOFI and LOW were issued. Case Closed.

Federal Pollution Case (31DEC22): IMD received notification that a 40ft pleasure craft had capsized in the Oakland estuary near the Port of Oakland. Station SF located the vessel. Once on-scene, station determined the vessel was sheening and drifting down the navigation channel. The vessel had no identifiable markings visible, and no known owner. The FOSC determined that there was a substantial threat to the environment and the OSLTF was accessed for \$100,000 and Parker Diving was hired to stabilize the vessel, deploy boom, and conduct a pollution evaluation. The vessel was not located initially due to heavy weather and low visibility. Once the vessel was located, the vessel was towed to a nearby public dock in Alameda, CA and hard boom was placed around it to contain any pollution discharging from the vessel. Another vessel was found adrift in the channel and Parker Diving towed and secured that vessel at the same dock. Throughout the tow, and days following, IMD confirmed there was no pollution/sheen observed and no longer posed a significant environmental threat. IMD briefed Alameda County. USACE arrived on scene 03JAN23 and removed one of the vessels for final disposition. Alameda County to dispose of other vessel with grant funds. Case Closed.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
December 2022			
PORT SAFETY CATEGORIES*	Dec-2022	Dec-2021	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.08
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	2	2	3.47
Navigation Safety (0), Port Safety & Security (2), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	4	5	6.92
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (2), Personnel (0), Other (1), Power (1)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	5	0	2.17
Radar (4), Gyro (0), Steering (0), Echo Sounder (0), AIS (1)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	0	0.22
Significant Waterway events/Navigation related Cases:	0	0	0.00
Total Port Safety (PS) Cases opened	11	7	12.86
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Dec-2022	Dec-2021	**3yr Avg
U.S. Commercial Vessels	0	0	0.42
Foreign Freight Vessels	0	0	0.17
Public Vessels	0	1	0.81
Commercial Fishing Vessels	0	0	0.72
Recreational Vessels	14	10	5.86
Pollution Discharge Sources (Facilities)	Dec-2022	Dec-2021	**3yr Avg
Regulated Waterfront Facilities	0	0	0.28
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.03
Other Land Sources	8	0	2.61
Mystery Spills - Unknown Sources	13	3	5.17
Number of Pollution Incidents (By Spill Size)	Dec-2022	Dec-2021	**3yr Avg
Spills < 10 gallons	16	9	9.47
Spills 10 - 100 gallons	0	2	1.08
Spills 100 - 1000 gallons	0	0	0.33
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	12	3	4.64
Total Pollution Incidents	28	14	15.53
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Dec-2022	Dec-2021	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	0.00	2.47
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.47
Estimated spill amount from Public Vessels	0.00	3.00	6.89
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	30.33
Estimated spill amount from Recreational Vessels	16.00	70.00	82.44
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	21.42
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.03
Estimated spill amount from Other Land Sources	3.00	0.00	29.53
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	19.00	73.00	173.58
Penalty Actions	Dec-2022	Dec-2021	**3yr Avg
Civil Penalty Cases	0	0	0.11
Notice of Violations	0	0	0.64
Letters of Warning	4	8	4.94
Total Penalty Actions	4	8	5.69
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.			
** NOTE: Values represent an average month over a 36 month period for the specified category of information.			